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CENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT

148940

COUNTRY Austria/USSR/Hungary

DATE:

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SUBJECT DDSG and other Danube River Vessels
in Hungary
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INFO

DIST. 22 January 1948

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ORIGIN

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SUPPLEMENT

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- a. At 1481 km near Cserta Island, DDSG barge 67289 is badly damaged and covered with mire. Comment: Barge 67289 was reported by an [redacted] as being in the American Zone of Austria. The discrepancy is not explained.)
- b. At 1477 km, near the right bank, is DDSG barge 10021, which the Soviets have commissioned a Lohács firm to raise. The operation has, however, stopped, at least temporarily, because of a shortage of funds. The barge has been dug out of the mire and the leaks repaired, since it is expected that it may be floated when the water rises. Comment: This barge was previously reported merely as being in Soviet-controlled territory.)
- c. At 1474 km, below Moric Island on the right bank, DDSG barge 67273 is completely out of water but covered with mire. It should be comparatively easy to salvage the barge with the water at such a low level.
- d. At 1648 km, on the bank in front of the Parliament building, lies DDSG barge 6516. It is about half out of water and has been dismantled by MFR.
- e. The Soviets have repaired DDSG barge 67191 in the Óbuda shipyards, and on 18 August 1947 put it into service as SDGP barge 672.

2. [redacted]

- a. At 1482 km, in the middle of the river, four submerged vessels were noted for the first time. The size and ownership of these could not be established, although they all bore the name "Bojer".
- b. At 1481 km, near Cserta Island, two of the vessels reported as "unknown barges" in [redacted] One belongs to NFR, Rumanian National Shipping Company, and the other bore the name "Braila".

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Next Review Date: 2008

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DDA Memo. 4 Apr 77
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- c. One of the sunken vessels at 1479.5 km, across from the dock at Baja, was identified as the Comos barge "Urfahr", which could be raised at low water. This project is about to be undertaken by the Baja firm of Malagurszky.
- d. In Baja an association has been formed for the salvaging of sunken vessels. So far one wooden craft has been raised. Interest in salvage activities runs high in this area, since at low water the local population has managed to dig out and carry away almost all salvable equipment from the wrecks.
- e. SDGP tugs respect neither Hungarian frontier police nor customs regulations. Because they fail to report arrivals or departures, neither the frontier police nor the port captains have any knowledge of the cargoes of the barges hauled by these tugs.

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